



# **Trails Commission Meeting** MINUTES — October 26, 2005 **Old Redmond Schoolhouse Community Center**

TRAILS COMMISSIONERS PRESENT: Chairperson Gary Smith; Commissioners Ken Bechmann, Peter McDonald, Sue Chenault, Glenn Eades, Ton Scott and Youth Advocate, Michael Pfaff.

ABSENT AND EXCUSED: Commissioner Barnfather

**CITY STAFF:** Tim Cox, Manager of Parks Planning; Linda Gorremans, Park Planner; Kim Dietz, Planner - Planning Dept., Kurt Seemann, Transportation Planner, Public Works, and Sharon Sato, Recording Secretary.

**CONSULTANTS**: Sue Byers and Paul Fuesel - KPG Design Consultants

**AUDIENCE**: 1

Note: Bold/italic text denotes Staff and Commissioner follow-up resulting from this meeting.

#### Ī. **CALL TO ORDER**

Trails Commission Chair Gary Smith called to order the regular meeting of the Redmond Trails Commission at 7:01 p.m. at the Old Redmond Schoolhouse Community Center (ORSCC).

Chair Smith introduced and welcomed new Commissioner Tony Scott and new Youth Advocate, Michael Pfaff.

#### II. **APPROVAL OF MINUTES**

Motion for approval of September 28, 2005 RTC minutes as submitted by:

Commissioner Eades

Second by: Commissioner McDonald Motion carried: Unanimous 5-0

### III. ITEMS FROM THE AUDIENCE/HANDOUTS

No Items from Audience

### Handouts

A. Trails Commission Roster - new roster dated 10/05

B. E. Lk. Sammamish Trail Newspaper Article - Opening of E. Lk. Sammamish Trail

## IV. DISCUSSION AND REPORTS

## A. Bear Creek Parkway Extension

Kurt Seemann, Transportation Planner; Paul Fuesel and Sue Byers, Project Engineers, KPG Design Consultants, gave the Commission an update on the extension project plan. Seemann reported that the project is now at its 30% completion level (Project Specifications & Engineering (PS&E)) - allowing a clearer understanding regarding storm drainage, engineering, street and sidewalk vision, cost estimates; assisting in the decision as to what the next steps will be to the 100% completion level. Input from City Boards, Commission and Committee are being sought.

The Transportation Master Plan of 1999 (Bear Creek/Leary Way/Redmond Way/159th) reflected that 50% of the traffic around Redmond was cutting making a "cut through" using Bear Creek Parkway. The goal was to create the Bear Creek By-Pass. By 2002, a license plate study reflected that the majority of traffic downtown was destined for downtown, leaving only 20%-30% as actual "cut through" traffic. The plan for the by-pass, at that time, was for a five lane road. Traffic modeling has been revised for a three lane road, providing a "Connectivity Opportunity" (downtown enhancement project open space, trail, bike and pedestrian, transit, downtown district and street connections). Council has approved the three lane concept and more information is being received from various stakeholder groups within City Commission and Boards to assist in pulling together this vision for the Parkway.

The Heron Rookery will be preserved (across from Town Center and Leary Way), connect 161st from Redmond Way all the way through to Bear Creek Parkway. Grades and links at 161st and Cleveland Street will be designed, currently under construction of Cleveland Street Condos. Fuesel stressed that stewardship would be a key element in maintaining the possible Heron Rookery connection.

161st has bike lanes which will be carried to Bear Creek Parkway, turn along 159th, onto south gateway entrance, or edge of Heron Rookery (providing more forest enhancements), or through middle of Heron Rookery (can be acceptable except for certain times of year - not during nesting season), which might be a pedestrian trail rather than bike transportation route).

Transportation Master Plan has two key ideas:

- Connections all different modes of travel getting around on foot, by transit, by bike.
- Multi-Mode of Transportation Plan not just cars.

Eades - connections discussed are identified in the TMP as major connections for the bicycle route. Transportation corridors cannot be closed down part time, they must be fully useable year round.

Fuesel - NE 83rd has been planned as a promenade street. Buses would go south; the 161st leg would provide that opportunity. Bike lanes and sidewalks leading southbound to the trail system, as well as pedestrian promenade (wide sidewalks) lead to trail system from heart of downtown.

McDonald - five lanes to three lanes - wide shoulders to work with sidewalks - bike lanes on road or side of road?

Eades - the Bike Ped Committee did not ask for Class II bike lanes.

Fuesel brought two drawings; one displaying development (green space on one side, development on the other) on north side of Bear Creek Parkway between the Burlington Northern Right-of-Way; the other kept as open space with signalized intersection for connectivity and safety, buildings set back - wide zone between BNR - connecting Old Town to Town Center - what is the proper balance to preserve and enhance and be good stewards, embellish outside of current boundaries as needed - integrate open space into downtown or urban fabric bridge into TC.

Smith - inquired what the simplest way to go from the trails behind RTC to the BNR Trail. Fuesel responded that crossing at RiverWalk entrance and 159th would be the easiest and best way.

Seemann - great asset with open space, forested area, with downtown developing and redeveloping and becoming more urban. Making sure that the new street project interacts with the open space and treed area. Important to create a balanced solution for the downtown area.

Chenault - liked the plan of less trees, more open space, more peace in the middle of downtown, not destroying feeling of less urban - coffee shops, small retail.

McDonald - inquired what needed to be done to make connections across the BNR Right-of-Way and what is the time schedule? Seemann responded that City staff are activity working with the railroad (key corridor and very important to acquire). King County is involved and has exclusive right to negotiate with Burlington Northern. No firm details.

Seemann - input from community indicated that they would like to see the downtown area more of a destination rather than drive through. Current schedule is: currently in design phase, 30% PS&E (April), to Council for proposal of construction of portion, with possible project portion completed by 2007-2008. Opportunity for further input through staff and come back later in the process to address the Commission early spring, 2006 with the possibility

of a joint Trails and Bike-Ped. meeting. Community meeting in mid-November.

Fuesel - possible secondary interpretive through the Heron Rookery similar to Ben Rush Elementary School. Continue to build momentum and gain feedback from the Trails Commission. Letter from the Commission in favor of the project. Opportunity to

Smith - if BNR is acquired, development between BNR and 159th, where is the impotise to put City property into commercial development? Fuesel responded it is just a connectivity opportunity.

Seemann - key interest in this area, Transportation Master Plan developing a preliminary design for the BNR corridor - staff would like to move forward. Many questions still need to be answered.

Eades - requested to go on record to urge the City to initiate a conceptual plan for the BNRR.

Cox - requested the Commission to forward any comments via e-mail to him or Seemann over the next two weeks. This item will be on next month's agenda and further discussion will take place to draft up a letter of support for Commission's signature.

# B. North Redmond Neighborhood Planning - Kim Dietz - Planner - Planning Dept.

Smith noted that these neighborhood planning sessions are transmission links between the community and City Council and they are important to be involved either individually through community meetings or in public meetings.

Dietz is working with the North Redmond Neighborhood Citizen's Advisory Committee of which Parks staff has attended these meetings. Dietz is part of a neighborhood team of Sarah Stiteler, Terry Shirk and Dietz.

Dietz reported that the Advisory Committee will be going before the Planning Commission on November 9th, and hopefully going before Council by early 2006. As part of the neighborhood plan the Citizen's Committee is trying to consider all opportunities for change and any issues of improvements of the neighborhood.

The North Redmond neighborhood boundaries are 116th and the Puget Power Trail on the east.

Over the course of one year, the neighborhood has met and came up with the policies and regulations handout to the Commission. Dietz brought to attention the Parks, Recreation and Open Space and Transportation Connectivity.

<u>Policy NR-37</u> - pertaining to trails - Puget Power Line Trail - North Redmond and Education Hill Neighborhoods felt strongly that both neighborhoods/communities use these trails and added that there might be some room for some additional growth in that area. Neighbors had also requested that as property became available adjacent to the park that the property be purchased by the City and incorporated into the park.

<u>Policy NR-39</u> - trails to get to one newly developed neighborhood to other neighborhoods, trails to travel along NE 116th Street, along 172nd, 124th and 120th. Also, identified was the need for children to get to school safely

<u>Policy NR-49</u> - linkages between developments -NE 113th Ct. is a dead end street, proposing a connection to get to 116th Street. Children walking to school could get through the Kenningston project, connecting to another paved trail to the Thenos Dairy site. The church property is a six phase project with some property development still under consideration. Staff is at an "add info." stage.

<u>Policy NR-59</u> - construction of multi-purpose trails - bicycle, pedestrian, and equestrian. Trails recommended along ravine and connection to the PSE Trail, combining with school access trail. The proposal is to work with the alignment of the stream and to navigate along it. Another type of connection being considered - end of cul-de-sac connection to an adjacent developments. The currently planned residential development will build 800' for the ravine trail - the Northstar Development will come off 116th (culvert currently under construction), trail will be built as residential developments are built.

Dietz will go to the Planning Commission on November 9th. Once policies are completed Dietz will return to the Commission showing neighborhood priorities. Dietz asked the Commission to consider these priorities in their future Trails Plan and will come back, after adoption, to share the results.

Motion by Eades to inform the Planning Commission of the Trails Commission's support in the concepts, as developed by the North Redmond Citizen's Advisory Neighborhood Committee, and are in favor of further pursuing these concepts.

Second by: Bechmann Approved: 6-0 approved

Smith requested a final map to better clarify policies and plans. Dietz will provide.

C. City Council Study Session Debrief - Smith/Commission

Smith reported four Commissioners attended the Study Session on Neighborhood Connections between Trails Commission (TC) and Pedestrian/Bicyclist Advisory Committee (PBAC) in October. He added that the session was very useful and suggested an update one year to get updated. In the interim the Council would like the Commission to continue to develop and prioritize the ten connectors.

Council members were engaged in discussion, encouraging, and in favor of the Commission's list of priorities. Some discussion ensued with Council members in regards to Redmond 74, Eades suggested taking off Redmond 74 from the priority list, Commissioners agreed. Some trails and connectors will be paid for through development. Councilman Robinson was in agreement that a hard surface trail should be built from Sammamish River Trail to Red-Wood Road not specifically noted in the Redmond 74 development discussion.

Eades made notes of items that are of interest:

- 1) McCormick would like to see geographic balance.
- 2) Vache' emphasized neighborhood feedback on connections.
- 3) Mayor Ives stressed City maintenance issues who will maintain, City manpower, City budget. Tomac volunteered Trail Maintenance work parties.
- 4) Mayor Ives brought up signage. Importance of signs.
- 5) Question among Council members as to pave or not pave the PSE Trail from the Sammamish Trail to Red-Wood Road (Missing Link). Eades believes that the two groups (Trails Commission and Bike Ped Committee) should get together and put together a position paper.

Cox added that on the specific trail, two years ago the City was in the process of applying for the T-21 Grant, due to the steepness of the grade, the approved PRO Plan is designated as a paved multi-use trail with a separate soft surface trail along side. Eades added if the Commission is in opposition to a paved trail, it should be removed from the TMP, as a paved trail, and a process should be started to do so. Bechmann is concerned that it will become a paved "only" trail, and is not opposed to a paved trail with soft surface along side.

Gorremans added that when the Watershed Master Plan was done, part of the early agreement was that if a paved trail came up, along the Puget Power corridor, the City would be obligated to pave the east/west corridor within the Watershed. When the Tolt Pipeline was installed, under the PP corridor, the City had put monies toward paving the PP Trail; citizens along the trail opposed the paved trail concept so the Council put that money toward acquiring the Old Redmond Schoolhouse Community Center. The western portion is paved from the Sammamish River.

The definition of this backbone trail is both soft and hard surface, separated by a buffer, to minimize conflicts, designed to provide trail facilities to all users to maximize use of the trail.

Remarks from the Council reflected their request for a list from the Commission of project connections which might be funded.

McDonald did not hear from Council that the "missing link" was a priority. A true strategy needs to be developed. Urban connectors along 51st and 152nd seemed to be of interest to some Council members.

Bechmann suggested that the City needed to make it clear to King County that they are in favor of this project and what steps need to be taken to proceed to expedite the process. Commissioners agreed that a letter should be drafted up by staff to the City's King County Council member. Cox will further research and draft up a letter for Commission approval.

- D. Postponed to next meeting.
- E. Trail Project Reports Gorremans

<u>Evans Creek Trail - Stage 2</u> - still under construction (waiting for steel), due to costs the elevated trail will be paved with asphalt, no completion date, month of November, remaining monies will be used for trail and park signs, amenities (trash cans, picnic benches, tables..).

<u>Trail at Bear Creek Park</u> - needs to be delayed to accommodate some criteria (Critical Areas Ordinance) within urban area, no effect letter written, 3-6 months to approval, delayed until 2006.

Bear Creek Trail - Land Acquisition - between Union Hill Road/Avondale Way and Avondale Road meet, looking to acquire parcel there and easement (parcel south of Championship Motors), Debby Wilson, City's Property Manager, has done a boundary survey, commissioned appraisal, two small grants (state and county) to purchase these parcels, preliminary discussions with Mr. Evans, owner, knows building restrictions, pricing will be negotiated after appraisal.

<u>BNSF TEA-21 Grant Status</u> - not successful, too premature, first offer too low, another offer pending, staff will update the Commission in the future.

F. Combined November/December Meeting - Smith

November 30th meeting will be the date of November/December.

### V. Other

## A. Watershed Pipeline Project - Chenault

Chenault reported that Terri Hartley Reed (former Commission member) has inquired about the status of the Watershed Pipeline Project.

Joint Redmond Trails Commission/Bike Pedestrian Committee Meeting October 26, 2005
Page 8

Cox reported that the City does not know the date of closure, but should be within the next weeks or months, not all the hiking trails would accommodate multiple users - so closure of all trails in that area would be recommended. Trails away from the construction area will stay open. Additional use to trails could potentially cause long term damage for unauthorized use (equestrian on biking trails, biking on walking trails), could also be too narrow.

## B. <u>520 Bike Trail - Crawford</u>

Dangerous crossings from inattentive drivers - 51st and the crossing at Leary Way - coming or going onto freeway. Eades will update Crawford on the possible future SR520 project plans.

## VI. ADJOURNMENT

The meeting was adjourned by Chair Smith at 9:19 p.m.

Minutes prepared by Recording Secretary, Sharon Sato

Audiotapes of regular Trails Commission meetings are available at the Parks and Recreation Office at (425) 556-2311.

THE NEXT REDMOND TRAILS COMMISSION MEETING:
Wednesday, January 25, 2006
Old Redmond Schoolhouse Community Center
7:00 p.m.

Joint Redmond Trails Commission/Bike Pedestrian Committee Meeting October 26, 2005 Page 9

# CITY OF REDMOND TRAILS COMMISSION 🚓

# September 28, 2005 Old Redmond Schoolhouse Community Center

# **Audience Present**

<u>Please note</u>: Information provided at this public meeting becomes part of the City's permanent record.

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